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**GAMMON
WATER
PROBE
-
BULLETIN 160
(07-05)**

INTRODUCING THE NEW GAMMON ONE-CC™ WATER PROBE* Detects Water in Filter Separator Sumps Periodic Testing Requires Only 1cc of Water

The Problem with Water Detector Probes has always been that they are impossible to test periodically without injecting water into the vessel. People have been afraid that too much water may be injected. The One-CC Probe solves this simply. First, it has a new, unique design (patent applied for) that only needs 1 ml (1cc) of water for a complete test. Second, it has a built-in water pump, and this pump is only capable of injecting 1 ml (1 cc) of water.

The One-CC™ Water Detector Probe is designed for use in any intrinsically safe electronic system. This new probe can therefore replace existing probes in Whittaker/Thiem/Parker equipment.

We also offer our own electronic controls in DC, AC, weather tight and explosion proof versions. They are also available with intrinsically safe Deadman handles. See Bulletin #67.

Pressures to 300 psi.

For use with intrinsically safe electronic controls.

Ideal for use with other Gammon and Whittaker systems.

Stainless Steel Construction.

Available with 3/4" N.P.T. male connection.

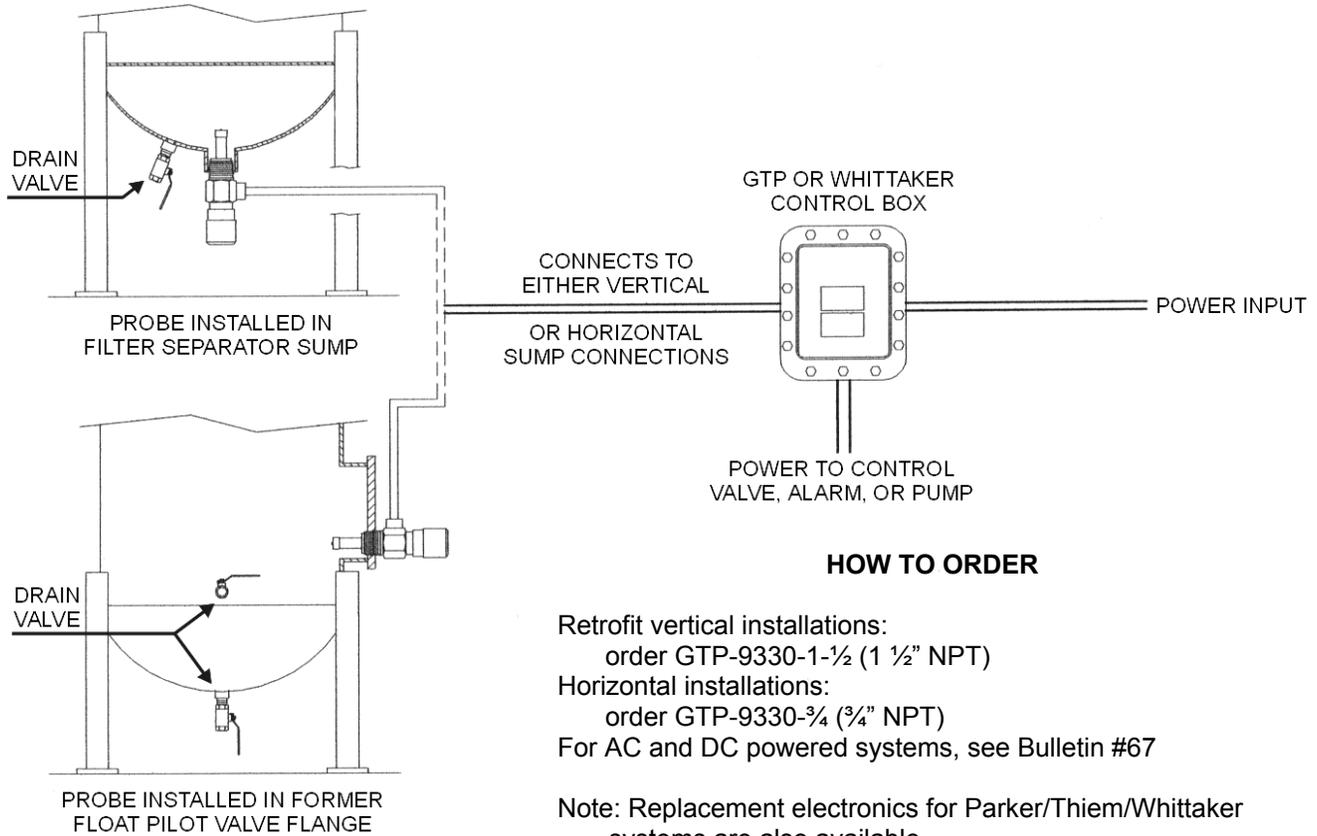
Also Available with 1 1/2" N.P.T. to replace existing Whittaker probes.

Foolproof design insures that the fuel system cannot be operated after a test unless the technician has performed simple post-test procedures.



* Patent applied for

INSTALLATION



TEST PROCEDURE

1. With system operating, remove the cover cap at the bottom. Rotate counter-clockwise.
2. The manually operated water pump can now be removed by rotating it counter-clockwise about 45 degrees to release it from the bayonet pin. Always remove it by turning the large diameter pump body, not the smaller piston knob.
3. Unscrew the two halves of the pump and fill the larger piece with water while keeping a finger over the small hole at the end to retain the water.
4. Reinstall the piston end in the larger piece and rotate slightly to engage the thread. The end of the piston will have engaged the o-ring seal.
5. Reinstall the pump by rotating it about 45 degrees to engage the bayonet pin.
6. Rotate the piston knob all the way in to force the water out of the pump into the probe.
7. If the fuel system shuts down, the probe and the electrical system have passed the test. If the fuel system does not shut down, the malfunction must be investigated.
8. Reattach the cover cap after checking to see that the piston knob is screwed all the way in.

If the climate is such that residual water in the probe passages may freeze, it can be displaced after the test by filling the piston pump with fuel and turning the piston knob all the way in.